

Minutes
Hamilton County Airport Authority
February 5, 2009
Commissioner Courtroom
One Hamilton County Square
Noblesville, Indiana

Work Session

President Silvey called the work session to order at 5:42 in Conference Room 1A. Those present were Don Silvey, Tom Kapostasy, Ted Moran, Allyn Beaver, Chris Snyder, Nick Isenberg, Carl Winkler, Bobby Been, Kim Rauch, and Jennifer Pickett.

Discussion of budget planning considerations was held.

Public Session

President Silvey called the public session to order at 6:45 p.m. with Secretary Pickett taking roll call. A quorum was declared present of Tom Kapostasy, Ted Moran, Don Silvey, Tim Tolson, and Allyn Beaver.

Approval of Minutes

Kapostasy moved to approve the minutes of January 8, 2009. Moran seconded. Motion carried unanimously. (5-0)

President's Report

Silvey thanked Chris Snyder and Nick Isenberg for getting runway study done so we have an opportunity to apply for stimulus money. The FAA (Federal Aviation Authority) has approved the categorical exclusions so we do have environmental approval to be able to approve funding for the runway reconstruction, fuel replacement system and the corporate hangar development.

Committee Reports

Community and Public Relations

A. Beaver and Andi Montgomery have a meeting with Willow Marketing on February 17, 2009. Kapostasy stated in light of the current financial situation he recommended thinking about spending any marketing funds. Kapostasy encouraged the committee to not make any commitments of a soft nature before the Board approves it. Silvey concurred.

Site Development

Moran attended meetings at Westfield and Fishers.

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Indianapolis Executive Airport Report

Carl Winkler reported:

- IEA (Indianapolis Executive Airport) has the 4th quarter and year end reports, cash balance of the operating account ended the year at \$38,000. First quarter payment has been made.
- 2008 income was forecasted to be \$174,000 and finished at \$160,000, short by \$14,000
- 2008 expenses were forecasted at \$128,000 with actual expenditures at \$111,000, saving \$17,000.
- 2008 net income was forecasted at \$45,000 and actually finished at \$48,000 showing a gain of approximately \$2,000 for the year.
- 2008 payments made to the county totaled \$30,000 thru the 4th quarter with \$20,000 paid in 2008 and \$10,000 paid in the 1st quarter of 2009.
- The short fall is due to the falling fuel prices, with fuel deliveries for the year at 518,000 gallons compared to 632,000 gallons in the preceding year.
- The decrease in fuel sales between 2007 and 2008 was \$113,000.
- Price of fuel has been coming down, due to demand not supply.

Tolson asked if the marketing campaign for IEA is showing any kind of success? Winkler stated two years ago an E-mail marketing list was purchased from the air taxi operators and over the last 24 months advertising has been purchased to attract traffic to the airport. IEA currently averages 25 jet flights a day, with total operations at 90 per day. 24 months ago they averaged 12 to 14 jet flights per day. They have acquired most customers within the eight county area that were looking to be moved to IEA. They have not been able to do national advertising to attract the transient market that lands at Indianapolis International Airport. They average over 100 corporate flights per day. Howard asked if there is a public record of tail numbers or registrations that could be acquired of who lands at the airport rather than doing a massive advertisement campaign? Winkler stated Willow Marketing found a list of 12,000 aircraft and was able to identify 650 to 700 plane operators. Winkler stated the best way to get to this market is to advertise in the monthly periodicals that the aircrafts operators' pilots use.

Tolson recommended a member of the IEA staff attend the monthly meetings of the Hamilton County Convention and Visitors Bureau.

Moran stated IEA is not listed in any of the economic development planning for the Super Bowl. Winkler will send a letter to the economic development committee.

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Winkler reported the Commemorative Airforce is in negotiations with the Indianapolis 500 to have a B24, old 927, fly over the opening ceremony at this years race; they might also put three (3) vehicles in the parade and put some veterans on them. They are honoring the Tuskegee Airmen and they might ride in the parade.

Silvey stated he understood there was approximately 560,000 gallons total with 480,000 gallons being Jet A and the balance being 100 low lead; how much of the 518,000 would have been Jet A verses 100 low lead? Winkler estimated 80,000 gallons of low lead sales with the balance being Jet A.

Woolpert Engineering Report

FAA Improvement Projects

Chris Snyder reported they have received initial comments back from the FAA on the airport master plan. They have reviewed the master plan document and are currently reviewing the airport layout plan (ALP) drawings. It will take a little longer for the review of the airport layout plan.

Snyder provided a land use compatibly ordinance that Woolpert drafted for the City of Shelbyville which might provide helpful guidance on working with two different planning commissions. Snyder requested someone review this document and provide comments to Woolpert as something that could be adopted and included in the master plan.

Snyder reported that the FAA has indicated they would like to provide IEA with a grant to fund reimbursement of a portion of the master plan. Snyder requested a motion for approval AIP-16 grant application in the amount of \$189,746.00; for reimbursement of what has been spent to date. *Kapostasy so moved. Tolson seconded. Motion carried unanimously. (5-0)*

Snyder requested approval of a pay request for Woolpert in the amount of \$38,547.35 for preparation of the ALP and some financial analysis. Snyder stated part of this is being billed as part of the 2009 General Services with the balance from the master plan. *Kapostasy moved to approve the \$38,547.35 pay request to Woolpert. Moran seconded. Motion carried unanimously. (5-0)*

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Runway and Taxiway A-6 Reconstruction

Snyder stated they did get approval from the FAA for the CAT-EX (Categorical Exclusions). Woolpert has completed the draft report. Nick Isenberg recommended everyone read Section 1, Executive Summary and Section 9, Option Analysis. Isenberg stated the options originally looked at were:

- Full depth reconstruction, removing the entire pavement, re-stabilizing the sub grade, and putting down asphalt or concrete.
- An un-bonded concrete overlay. They would mill down three to four inches of asphalt with 4 inches of asphalt being a base material, which is existing, and then coming in with 10 or 11 inches of concrete overlay. This option brought it to about six and one-half inches above the existing profile grade. It's not feasible to tie it back into the taxiway connector. Snyder stated the south end of the runway has a thinner section so from an asphalt perspective that is the high end which would get almost seven inches of increase and on the other end get six inches with six and one-half inches as an average. If four inches are not left for an unbounded overlay the asphalt starts to fall apart as you prepare it, so in some parts of the runway going 2,000 feet from south to north all the asphalt will be removed and filled with aggregate. They also looked at an asphalt fill instead of a concrete fill over the existing asphalt base. Both options give the same results; of six and one-half inch profile raise cost will be the same as a full reconstruction. Snyder stated reconstruction is better from a long term perspective because reconstruction gives you more room for growth in the future. Snyder recommended ignoring the two alternatives.
- They looked at the existing stone base. There is 10 inches of polarized material on the north half and on the south half we had some better 209 stone. Asphalt was more costly due to amount of lifts you would have to perform, paving operations verses the concrete. Snyder stated you will be above grade, but they do have to match existing runway and elevations or be greater than.

Isenberg stated they will be meeting with INDOT (Indiana Department of Transportation) and the FAA to discuss the cost and the projects in general.

The life cycle analysis will show about \$500,000 reduced cost to the airport if you go with concrete instead of asphalt which is due to the maintenance cost the airport would accrue utilizing asphalt versed concrete. On an asphalt project you would have to do a mill and overlay in about 13 to 15 years which would be \$900,000 to one million dollars. Concrete has a longer life expectancy with joint sealing and cleaning. There may be isolated panel replacement. Isenberg asked the Board to review the report and send comments directly to Snyder or Isenberg.

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Kapostasy asked for a summary overview of what Woolpert's current recommendation is between the various options. Snyder stated the FAA will hold them to an amount around \$4 million dollars as a one time project and so they are recommending that some asphalt and some aggregate be removed, re-graded, compacted and put concrete surface back down at about 10 inches thick. They will make minor grade adjustments and tie in's that are needed for the one to two inch profile adjustments. If the FAA is willing to give more money for full reconstruction, which they will not do, If they will not fund the project in full or limit us to the ability of a certain amount of money per year the recommendation would be to break the project in half. This means they would reconstruct half the runway which has to stay at the existing profile and they will have to find a way to engineer that solution and come back and ask for the remaining funding and in the end it will cost the FAA more money and they will have to acknowledge that. Woolpert is only staying with reconstruction options at this point in time. It is up to the Board to say whether or not they are funding it locally or find a way to band aid this for 10 years, which is not an option Woolpert recommends.. Isenberg stated INDOT does recognize the service level is a 53.

Isenberg recommended the Board review the 20 year life cycle cost analysis, To remove the existing pavement and bring back asphalt is about a \$1.2 million dollar present value cost to the airport over a 20 year span verses \$650,000 for pavement management plan. Concrete holds up better but asphalt gives a smoother ride. Moran asked if the overrun is included on the north end reconstruction? Snyder stated no, it's just between the lights from threshold to threshold. Snyder stated they did include taxiway A-6. The problem is it's the only connection to the end of the runway or to the taxiway. In order to fully reconstruct A-6 the airport has the option to shut down or build a temporary connector taxiway. The temporary connector taxiway could be a long term taxiway but then again the cost has gone up. A preliminary analysis we would be asking for another million dollars to reconstruct the taxiway. Woolpert is recommending a repair project until a new connector is built to the apron. They have talked about resurfacing, strengthening, and repairing the sub grade where necessary on A-6. Most of that work can be done at the same time the reconstruction is happening with a three day shut down for the airport in total. There are options to limit the impact to the airport and limit the costs. Also included is another additive which is for the removal of the T-hangar located inside the runway object free area. Before the FAA will fund any reconstruction project they do a runway safety area compliance check, meaning you have to have all your safety areas in compliance before they will fund any project of this nature. You're not violating your runway safety area, you are violating your runway object through area, it needs to go. They are asking the FAA to come up with \$50,000 so it can be cleaned up. The life cycle cost is just being done for the runway, which was the original scope.

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The taxiway and T-hangar additives were thrown in. Moran asked if there would be a taxiway from the maintenance hangar to the hangar on SR 32 out to the runway or will they have to come up under the canopy? Snyder stated there will be an apron widening project that will allow a taxi lane to make the connection. It is on the airport layout plan. The FAA would not approve a taxiway but said we could have a taxi lane. This would not be part of this project; it is identified on the master plan as Apron Expansion Phase 2. The first expansion is primarily for parking with the second expansion for capacity and expansion.

General Services Contract

Snyder requested approval of Addendum #1 to modify Woolpert's contract for a change of fee structure, the lump sum is being changed to hourly at the Boards' request. *Kapostasy moved to approve Addendum #1. Tolson seconded. Motion carried unanimously. (5-0)*

Snyder presented Addendum #2 to Woolpert's contract for design of the runway reconstruction in the amount of \$90,000. Snyder requested the Board review this contract. Snyder requested approval of a grant application for \$150,000 for reimbursement for all of Phase 1 that was locally paid for at \$60,000 and also pay for the contract of \$90,000. Snyder requested approve of the grant acceptance for the total grant amount of \$850,000. *Kapostasy moved to authorize Woolpert to make the grant application on behalf of the Board. A. Beaver seconded. Motion carried unanimously. (5-0) Kapostasy moved to authorize engaging Woolpert for up to \$90,000 for design of the runway reconstruction project subject to approval by the Board President and Legal Counsel before proceeding. Moran seconded. Motion carried unanimously. (5-0)*

Electrical Study and Airfield Improvements

Snyder stated the As-Builds on the Electrical Study are done and they are scheduling a final inspection.

Executive Hangar Taxiway

Snyder stated the geotechnical work for the Executive Hangar Taxiway is complete but they cannot do the survey until the snow melts. Snyder would like to set up a survey with the farm survey when the snow melts. Woolpert would like direction from the Board on their attitude towards this project as part of the stimulus package. Is it going to be a local project at some point in time?. Kapostasy stated the real issue is whether or not there is any chance of going forward with this in the next year or two, therefore, whether to proceed with any other planning work. Snyder stated or if you would like to aggressively pursue stimulus funds to fund this project. Howard stated the first bite size piece would be about \$300,000 to the first two hangars. Howard recommended submitting

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that as an A or B if there happens to be stimulus money available. Silvey stated the County Council gave the airport \$300,000 that was intended to start this taxiway, if we are able to get more money and build the whole thing rather it is through FAA or stimulus that would be wonderful. Do we spend the \$300,000 that was appropriated for the executive taxiway that was intended for this year or set on it until later in the year and then make the decision do we spend it this year or not knowing what is going to happen to those monies next year hold on to it? The Board concurred to include all projects in a stimulus project request including a snow plow. Snyder recommended doing a base bid for the basic minimum and then a full design as an added alternate. Snyder stated they will move forward with preparing this project with design and bid ready. The environmental study should come in March or April.

Local General Services

Apron Lighting Project

Snyder stated Quad J has received the lights and the apron lighting project is anticipated to start sometime in February.

New Business

Silvey stated the County Council sent a letter requesting departments limit their transfers between funds and additional appropriations. B. Beaver informed the Board that the Airport Authority can transfer funds within their budget.

Legal Counsel Report

Howard stated the farm lease is \$251.00 per acre which is an increase from the previous farmer of \$80.00 per acre. The lease is a three (3) year lease beginning December 1, 2008 and ending November 31, 2011. The first payment will be received June 1, 2009. *A. Beaver moved to sign the farm lease. Moran seconded. Motion carried unanimously. (5-0)*

Council Liaison

Silvey asked Brad Beaver if he concurred that the \$300,000 appropriated for capital improvements we may or may not see that next year? B. Beaver stated they can assume that every year.

Next Meeting - March 5, 2009 at 6:30 p.m.

Meeting with Council Liaison

The Board moved to Conference Room 1A for a review of the work session with County Council Liaison Brad Beaver.

Silvey adjourned the meeting.

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Other Present

Mike Howard, Attorney
Scott Alexander, Boone County Representative
Brad Beaver, County Council Liaison
Tim Tolson
Kim Rauch, Secretary
Jennifer Pickett, Secretary

APPROVED

Don Silvey, President

Date: _____

ATTEST

Jennifer Pickett, Secretary

Date: _____